Agriculture and Forest Secretariat.

NOTIFICATION

Bangalore dated 8th September 1966

S. O. **5803.**—In exercise of the powers conferred by section 4 of the Madras Forest Act, 1882 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Coondapur Taluk of South Kanara District, the situation and limits of which are specified in the schedule hereto annexed, as reserved forest ;

(ii) appoints the Assistant Commissioner, Coondapur to be the Forest Settlement Officer for purposes of clause (*c*) of the said section ; and

(iii) appoints the Divisional Forest Officer, Mangalore North Division, Coondapur to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under sections, 11, 12 and 13 of the said Act.

Schedule

Name of the District	..	South Kanara
Name of the Taluk	..	Coondapur
Name of the village	..	Halady village
Survey field No.	..	S. Nos. 139 and 58 of Halady village.
Name of the Block	..	'Halady Block'
Area of the Block	..	205.75 acres

BOUNDARY DESCRIPTION

North.—Starting from station No. 0 (cairn No. 1) a point on the north-western side of the block, the demarcation line runs in due east to station No. 2, passing through the middle station No. 1 at a total distance of 550 links. From there the line runs in south-east to station No. 3 a distance of 320 links and from there it runs to east to station No. 4 a distance of 398 links. Then the line runs to almost south western direction to station No. 8, passing through the middle stations 5 to 7 a total distance of 1052 links. From there the demarcation line further runs in almost south-eastern direction to station No. 10, passing the middle station No. 9 a total distance of

1073 links. From station No. 10 the direction changes to east to station No. 11 at a distance of 661 links. Then the line runs in almost north -eastern direction to station No 13, passing the middle station No. 12, at a total distance o. 1272 links. Further the line runs in almost northern direction to station No. 18, passing through the intermediate stations from 14 to 17 a total distance of 1396 links. From station No. 18 the line runs to east to station No. 19 at a distance of 378 links. From there the line ru in almost north-eastern direction to station No. 24, passing through the intermediate stations 20 to 23 a total distance of 1963 links, then runs further to east to station No. 25 at a distance of 483 links. Then the line runs in almost south-eastern direction to station No. 28, passing through the intermediate stations 26 and 27 a total distance of 910 links. Once again the line runs in almost eastern direction to station No. 31, passing through the middle station No. 29 and 30 a total distance of 746 links. Then the line runs to south to station No. 33 passing through the middle station No. 32, a total distance of 692, links. From there the line runs in south-eastern direction to station No. 40 passing through the intermediate stations from 34 to 39 a total distance of 3089 links. Then the line runs to north east to station No. 41 a distance of 610 links. Then the line runs in eastern direction to station No. 42, at a distance of 610 links. The bearing and distance from station to station are shown below. (The distance was measured by a chain of 100 links, 22 yards in length).

Station From	*Number To*	*Bearings in F.B.*	*Distance in links*
0	1	103	267
1	2	101½	283
2	3	123	320
3	4	93	398
4	5	198	314
5	6	198	200
6	7	210½	263
7	8	209½	275
8	9	153½	409
9	10	168½	664
10	11	98	661
11	12	74½	580
12	13	49½	692
13	14	15½	288
14	15	21	311
15	16	355	285
16	17	343½	251
17	18	340½	261
18	19	82½	378
19	20	21½	488

Station From	*Number To*	*Bearings in F.B.*	*Distance in links*
20	21	46	511
21	22	54	200
22	23	37	350
23	24	20½	414
24	25	93½	483
25	26	106½	200
26	27	110½	262
27	28	114½	448
28	29	77½	375
29	30	90½	195
30	31	92½	176
31	32	152½	172
32	33	180½	520
33	34	129	500
34	35	119½	400
35	36	117½	470
36	37	114½	320
37	38	140	414
38	39	123½	430
39	40	105½	555
40	41	31½	610
41	42	86	610

East.— From station No. 42, the demarcation line runs in almost southern direction to station No. 45, passing through the intermediate stations No. 43 and 44, a total distance of 1103 links and from there the line runs in due south-west direction to station No. 46 at a distance of 298 links. Further the line runs to south-west to station No. 51 passing through the intermediate station 47 to 50 a total distance of 1405 links. From there the line runs in almost southern direction to station No. 53 passing through the intermediate stations No. 52, a total distance of 990 links. The bearings and distances are shown below.

Station Number From	*To*	*Bearings in F.B.*	*Distances in links*
42	43	186	645
43	44	186	180
44	45	193	278
45	46	204	298
46	47	238	350
47	48	237	190
48	49	242	280
49	50	226½	195
50	51	228	390
51	52	178	580
52	53	204½	410

South.— From station No. 53 the demaracation line further runs in almost south-western direction to station No. 56, passing through the intermediate stations 54 and 55 at a total distance of 1111 links. From there the demarcation line runs in south-western direction to station No. 58 passing through the intermediate station No 57, at a distance of 665 links. Then the line runs to north-west to station No. 60, passing through the middle station No. 59, a total distance of 915 links. From there the line runs in eastern direction to station No. 63, passing through the intermediate stations 61 and 62 a total distance of 1340 links. From there the line runs to north-east to station No. 64 a distance of 300 links, and runs in almost north-west direction to station No 67, passing through the intermediate stations 65 and 66 a total distance of 1040 links. From there the line further runs to west to station No. 68 at a distance of 420 links then direction of the demarcation line changes to North to station No. 69 at a distance of 548 links. Further the line runs in north-west direction to station No. 72, passing through the intermediate stations 70 and 71 a total distance of 863 links. Once again the line runs to north to station No. 73 a distance of 350 links. From there the line runs in due west to station No. 75, passing through the intermediate station No. 74, a total distance of 558 links. Then the line runs in almost southern direction to station No. 77 passing middle station No. 76 at a total distance of 573 links. Further the line runs to west to station No. 78 a distance of 256 links. Once again the line runs in almost southern direction to station No. 79 a distance of 290 links and runs to south-west to station No. 80 at a distance of 605 links. From there the line runs in almost northern direction to station No. 81 a distance of 560 links. Therefrom the line then runs to west to station No 83, passing the middle station No 82 a distance of 620 links. Then the boundary line runs in south-west direction to station No. 89, passing the middle stations 84 to 88 a total distance of 2170 links. From there the line runs in due south direction to station No. 90 at a distance of 540 links, then direction of the demarcation line changes to north-west to station No. 91 at a distance of 400 links. Therefrom the line runs in almost south-western direction to station No. 94 at a distance of 1054 links, passing through the intermediate stations 92 and 93. Then the line runs in north-west direction a distance of 652 links to reach the station No. 96. Therefrom the line runs in almost western direction to station No. 98 over a distance of 900 links. The bearings and distances from station to station are furnished below.

Station Number		*Bearings*	*Distance*
From	*To*	*in F.B.*	*in links*
53	54	259½	255
54	55	262	456
55	56	259½	400
56	57	230	335
57	58	231	330
58	59	340	395

Station From	*Number To*	*Bearings in F.B.*	*Distance in links*
59	60	334½	520
60	61	86½	380
61	62	85	338
62	63	94	622
63	64	45½	300
64	65	349½	420
65	66	335½	280
66	67	346	340
67	68	270	420
68	69	360	548
69	70	307½	285
70	71	327½	328
71	72	314½	250
72	73	354	350
73	74	258	290
74	75	253	268
75	76	180	333
76	77	198	240
77	78	270½	265
78	79	169	290
79	80	235	605
80	81	347	560
81	82	268½	370
82	83	274½	250
83	84	237	425
84	85	237	455
85	86	256	280
86	87	256	330
87	88	253½	500
88	89	240½	180
89	90	202	540
90	91	307	400
91	92	244	345
92	93	215½	295
93	94	260½	414
94	95	319	355
95	96	322½	297
96	97	284	460
97	98	284	440

From station No. 98 the line runs in north–east direction to station No. 100, passing through the middle station No. 99 a total distance of 780 links. From there the line runs towards north-west to station No. 102 passing through the stations 101 a distance of 775 links. Further the

Demarcation line runs in almost northern direction to station No. 0 (cairn No. 1) at a distance of 1402 links, passing through the intermediate stations 103 to 106 and thus closing the traverse. The distance and bearings from station to stations are as follows.

Station Number		*Bearings*	*Distance*
From	*To*	*in F.B.*	*in links*
98	99	17	400
99	100	17	380
100	101	317	440
101	102	317	335
102	103	354	330
103	104	5½	254
104	105	6½	338
105	106	31	200
106	0	29	280

Rights of ways to be allowed–

Road.– Halady– Someshwar P.W.D. Main Road– A P.W.D. road from Halady enters the block in between cairn No. 26 and 27 and then comes out of the block in between cairn No. 31 and 32. Again it enters the block in between cairn No. 33 and 34, runs almost to south of the block and then emerges out of the block in between cairn No. 48 and 49 leading to Someshwar.

Cart track– A cart track from Halady– Somehswar main road enters the block in between cairn No. 11 and 12 and then exit in between cairns No. 87 and 88 leading to Barkur.

Footpath– A fooptpath from Halady Barkur cart track pases in between cairn 83 and 84 leading to Sabbagilu.

Other rights.–

1. Free grazing of cattle by the villagers.
2. Free removal of green manure leaves for the *bona fide* use of ryots.
3. Free removal of dry fuel by the villagers.
4. Free removal of muligrass for the *bona fide* use of ryots.

[No. AFD 83 FAF 65.]

By Order and in the name of the Governor of Mysore,

M. W. WINSTON,
Under Secretary